NEWS

OFFICIAL PUBLICATION OF NATIONAL SOCIETY, SONS OF UTAH PIONEERS

Preservation of Utah's Pioneer Heritage in all areas: arts, crafts, skills, scenic, recreational, cultural, historic sites, trails, and landmarks.

Volume 6 APRIL - MAY No. 4 - 5

Golden Spike

90th ANNIVERSARY

1869 • 1959

RAILROAD MUSEUM

DEDICATION

MAY 9th, 1959

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The Gold Spike made fast the West's future

Southern Pacific

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When the Central Pacific and Union Pacific railroads were linked in historic Last Spike ceremonies at Promontory 90 years ago, the first transcontinental railroad was born. Today the Overland Route is still the busy main line to the dynamic West—a symbol of westward enterprise and expansion.

Southern Pacific grew out of Central Pacific to become the West's largest transportation system. Through continued improvement and diversification of our services, we try to do our part in broadening the great future of the West, secured and illumined by the Gold Spike on May 10, 1869.

SONS OF UTAH PIONEERS LIBRARY

NEW RAILROAD MUSEUM HAD ITS BEGINNINGS A YEAR AGO

MUSEUM STORY

May 10, 1958, found several hundred people gathered at Promontory Summit, Utah, where they witnessed a re-enactment of the driving of the Golden Spike. The spike had actually been driven 89 years before. This event would probably be rated as one of the most important events in United States History, because the driving of that small golden spike marked the completion of the transcontinental railroad and the unification of the nation by rail.

As the visitors looked around them last May 10th, they noted that nothing but a small cement monument with a bronze plaque and a short strip of rail remained at this historic site. The speaker following the re-enactment was Horace A. Sorensen. After looking at the neglected area, he felt forced to remark in his speech that it was certainly a shame to see nothing more than there was at Promontory. "Something ought to be done," he declared, and he set to work to remedy the situation.

Soon Mr. and Mrs. Horace A. Sorensen were in Washington, D. C., calling on members of Congress and the National Park Service. Men at the Park Service who had long studied the story and possibilities at Promontory Summit advised him to start his work at Corinne and direct tourists to the monument from the major highway that passed through this city with the glittering past. He was told that after the people of the area took the first steps then the Park Service could possibly come to their aid.

HORACE A. SORENSEN, Managing Director of SUP Village, has spearheaded the new Corinne Railroad Museum.

SUP members, railroad officials and employees, county officials and visitors greet the crowd of people assembled as the two steam engines that will face each other at Corinne are pulled into place.

Returning home, he contacted officials of the U. P. Railroad and convinced them that a fine museum dedicaed to the "Age of Steam in Railroading," could be built on U. P. land between Highway 30 and the Railroad tracks. The Union Pacific Railroad seeing the possibilities of such a museum leased land to the National Society, Sons of Utah Pioneers, put in trackage and donated a steam engine and cars to the project. The Southern Pacific followed with the donation of a steam engine and a section hand car.

The stage was now set. Working with the Corinne, Box Elder, and Golden Spike Chapters, the National Society, Sons of Utah Pioneers, earmarked $15,000 to begin this tremendous project.

Work began in earnest as track was laid, fences erected, ground leveled, and blacktop laid. A railroad station was moved from Honeyville and an 80-foot stage was built, with the replicas of the engines that met at Promontory Summit in 1869 as back-drops.

May 9, 1959, marks the dedication of this remarkable village. As thousands pass through the grounds on the day of dedication, they will see steam engines, an old chair car, a baggage car, a railroad station, an 80-foot stage, backed by replicas on the famous engines that met at Promontory Summit 90 years before, wagons, buggies, numerous railroad displays, pictures of railroading, movies of the coming of the railroad and other exhibits. A re-enactment of the driving of the Golden Spike will take place on the stage during the afternoon.

Yes, much will occur on May 9, 1959, but this is only the beginning. Just as

See MUSEUM, Page 31

Lee Anderson supervises a crew placing the fence in place at the new Railroad Village. Members of the Golden Spike, Corinne and Box Elder Chapters all helped in putting up the fence.

SUP News

Published Monthly at Salt Lake City, Utah
by Sons of Utah Pioneers at
PIONEER VILLAGE
2998 South 2150 East
Salt Lake City 9, Utah

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* * *

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Offices at Pioneer Village
2998 South 2150 East
Salt Lake City 9, Utah
TELEPHONE: HUnter 4-1821

KNOW YOUR UTAH

China's Arch, named in honor of the Chinese track crews of the Central Pacific Railroad. The arch is located just a short distance east of Promontory Summit. Mrs. Bernice Gibbs Anderson is standing under the arch.

CHINAMAN'S ARCH

By DAVID E. MILLER

Last fall when I was doing research on the John Bidwell diary and trail, Bernice Gibbs Anderson (who had assisted in locating and identifying Udy Warm Springs as the spring mentioned by Bidwell) accompanied me on a quick trip to the Golden Spike Monument. As we rolled slowly up the old railroad bed Mrs. Anderson queried:

"Have you seen Chinaman's Arch?"

I admitted that I had not.

"Stop and let's take a look."

It was that simple. There was a nice little natural arch, the only one of its kind in the area. Mrs. Anderson posed under its span while I took some pictures.

Everyone who knows anything at all about the story of the transcontinental railroad knows that the Chinese supplied most of the labor for the Central Pacific and that the Irish built the Union Pacific. As the two lines approached Promontory Summit, the ultimate meeting point, the two companies had built parallel road beds for many miles on both sides of that spot. Many fights had occurred between the two rival crews who did virtually everything to prevent the competing outfit from making any progress.

Chinaman's Arch is the only monument, natural or otherwise, named in honor of those men from China who performed such valiant service in that great railroad building project. It is located about two-thirds of the way up Promontory Mountain as approached from the east and lies just north of the old road bed. Next time you go that way, take a look and spend a moment in silent tribute to the railroad builders in whose honor it is named.

It is hoped that the location of the arch will be included in a National Monument or other suitable Historic Site for the area is one of the most significant places in America.

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Matron of Honor

Author, historian and newspaper correspondent of national fame. President Box Elder Golden Spike Association. She has been the spark that has kept Promentory Summit alive and her untiring efforts have finally shown results.

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Director of Press, Radio and Television Relations, Union Pacific Railroad Company, Salt Lake City. A wonderful public relations man who follows through on worthwhile projects to completion. His friendly, helpful way is appreciated by all.

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90th ANNIVERSARY PROGRAM
DRIVING OF THE GOLDEN SPIKE

PROMONTORY SUMMIT, BOX ELDER COUNTY, UTAH

MAY 9, 1959 — 10:30 a.m.

Sponsored by the
Golden Spike Association of Box Elder County
National Park Service, Department of the Inteiror and Utah Historical Society

Master of Ceremonies ..... D. JAMES CANNON
Director, Utah Tourist and Publicity Council

Advance of the Colors ..... *American Legion and Veterans of Foreign Wars*

Band Music ..... *Box Elder High School Band*

Introduction of Master of Ceremonies and Invocation ..... KLEON KERR

Welcome ..... BERNICE GIBBS ANDERSON
President, Golden Spike Association

Introduction of National and State Officials ..... H. WARD MCCARTY

Introduction of Railroad Officials and Special Guests ..... JUDGE LEWIS JONES

Short History of the National Historic Plaque ..... DR. LELAND CREER
President of Utah State Historical Society,
Chairman of History Department, University of Utah

Remarks ..... HAROLD FABIAN
Chairman of Utah State Parks Commission
and Member Advisory Council, National Park Service

Unveiling of National Historic Site Plaque ..... *National Parks Representative*

Dedication ..... ROBERT J. POTTER
Former President of Bear River L. D. S. Stake
and Box Elder County Commissioner

Placing of Memorial Wreath in Honor of Builders of First Transcontinental Railroad ..... *Delone Glover*

Taps

Retirement of Colors ..... *American Legion and Veterans of Foreign Wars*

Smoke Signals ..... *Directed by Stewart Munz, Intermountain School*

OFFICERS OF THE BOX ELDER COUNTY, GOLDEN SPIKE ASSOCIATION

Brigham City, Utah

E. EMERY WIGHT, *Chairman;* ROBERT J. POTTER, J. ERLE COMPTON
COUNTY COMMISSIONERS

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REFRESHMENTS BY THE BRIGHAM CITY JUNIOR CHAMBER OF COMMERCE

PROGRAM

LIVE TELECAST BY KSL-TV — CHANNEL 5

Remote Control, Outdoor Theatre, Railroad Village Museum, Corinne, Utah

SATURDAY, MAY 9, 1959 — 2:00 to 3:00 P.M.

WAYNE F. RICHARDS, Producer — GRANT R. CLAWSON, Director

Master of Ceremonies ..... DAN KEELER (Marshal Dan) KSL-TV

Music ..... *Combined Honor Band of the Bear River Senior and Junior High Schools*
Gareth Larsen, Director

Quartet Selection ..... *Men of Music*
Glen Johnson, Robert Holbrook, Loile Bailey, Malcolm E. Pike

Anvil Salute ..... MORONI SCHINDLER, *Village Sheriff*

Re-enactment of the Driving of the Golden Spike ..... *Box Elder County Golden Spike Assn.*
Written by MARIE THORN JEPPSON — L. D. WILDE, *Director*

CHARACTERS— *Glen Nelson, Alf L. Freeman, John Howard, L. D. Wilde, C. R. Barker, Henry Horne, George L. Johnson.*

Square Dance .. *Jordan Valley Square Dancers*
Wendell Bowen, Director

Indian Dance ..... *Hopi Brave*
Sam Shing & Family—Claude R. Barker, Sponsor

Can-Can Dance .....
Clyda Allen, Carol Ann Rock, Glenna Anderson; Maurine Wight, Director

Exhibition ..... *Linda K. Christensen*
Hula-Hoop Champion

DEDICATION — Railroad Village Museum.

Address ..... THE HONORABLE GEORGE DEWEY CLYDE
Governor of Utah

The Brass Key ..... FRANK L. DAVIS
Re-enacting the Role of his Father, *Walter Davis*
"Sender of the Message" on May 10, 1869

Presentations ..... OFFICERS OF THE UNION PACIFIC RAILROAD AND SOUTHERN PACIFIC LINES

Acceptance ..... HORACE A. SORENSEN
Managing Director, SUP Railroad Village Museum

Soprano Solo, *"The Lord's Prayer"* ..... DOROTHY KIMBALL KEDDINGTON

Dedicatory Prayer ..... ELDER HAROLD B. LEE
Member of the Council of the Twelve, Church of Jesus Christ of Latter-day Saints, and Member, Board of Directors, Union Pacific Railroad

Male Chorus, *"Onward Christian Soldiers"* ..... *Southern Pacific Male Chorus*
Owen Rouse, Director

Cutting of the 90th Anniversary Birthday Cake ..... BERNICE GIBBS ANDERSON
President, Golden Spike Association

Presentations ..... KARL B. HALE
President, National Society, Sons of Utah Pioneers

Modern Spike Driving.

Music, *"I've Been Working on the Railroad"* ..... *Southern Pacific Male Chorus, with Combined Honor Band of the Bear River Senior and Junior High Schools*

Public Address System ..... *Custom Sound by Poll*, HARRY M. POLL, *Manager*

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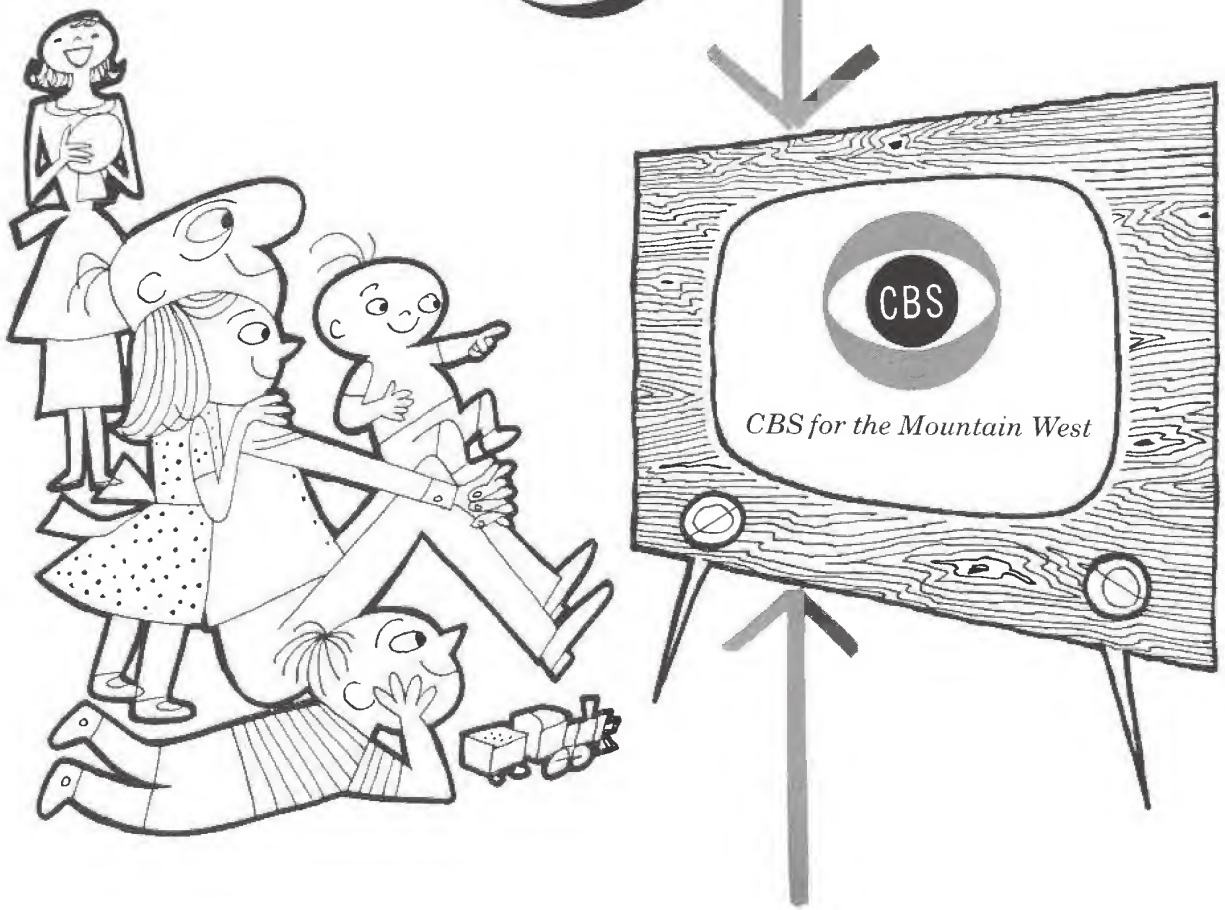

RAILROADS AID IN BUILDING CORINNE MUSEUM

The successful completion of the Railroad Village at Corinne would have been entirely impossible without the help of the Union Pacific and the Southern Pacific Railroads. Mr. H. A. Sorensen, Managing Director of Railroad Village, has called on officials Glen A. Cunningham, General Manager Salt Lake Division; Robert F. Pettigrew, Traffic Manager, and Joel L. Priest Jr., Public Relation Director of the Union Pacific, and Tom Hewitt, General Agent of the Southern Pacific, numerous times and has always received help and encouragement.

Many railroad officials are expected to be present at the May 9th celebrations. Visitors from Omaha, Neb., may include Arthur E. Stoddard, President of the Union Pacific Railroad.

Mr. Stoddard started working in 1906 for his father who had a grading subcontract in the building of the Rock Island line from Guthrie, Okla., to Amarillo, Texas. He started his railroad career as a shop apprentice with the Frisco Lines in 1915 at Springfield, Mo., and entered the service of the Union Pacific on April 4, 1916, as student station helper at Gothenburg, Neb., working his way up through positions of telegrapher, train dispatcher, trainmaster, assistant superintendent, superintendent, assistant general manager, general manager and vice president. He was elected to his present position of president of the Union Pacific Company on March 1, 1949.

Mr. Stoddard sandwiched in a year at business college (1915-1916) studying railway administration and a year at Harvard University (1917-1918).

He is a member of the Board of Directors of Union Pacific Railroad, Association of American Railroads, United States Chamber of Commerce, Omaha National Bank, First Security Corporation, and a governor of the Knights of Ak-Sar-Ben. He is a member of the Omaha Club, Omaha Country Club, Chicago Club, Saddle and Sirloin Club of Kansas City, Tangier Temple of the Order of Mystic Shrine, Reserve Officers' Association, Military Railway Service Veterans, Veterans of Foreign Wars and American Legion.

ARTHUR E. STODDARD
President of the Union Pacific Railroad

The outbreak of World War I drew Mr. Stoddard into the Navy as radio operator on transport ships plying between the United States and France. At the close of World War I he was assigned to duty in South America until release from his enlistment permitted him to return to railroading.

In September, 1942, Mr. Stoddard was called into military service with the rank of colonel in the Transportation Corps, and was immediately sent to Iran to make a study of the railroads of that country with a view of increasing the tonnage to the Red Army. After a year in the Middle East, he returned to the United States and then moved to England as a staff officer of the G-4 Division of Supreme Headquarters, Allied Expeditionary Forces. Following the invasion of Europe, he was made General Manager of the first Military Railway Service in France and was relieved from active duty early in 1946, returning to the Union Pacific.

ELGIN HICKS
Executive Vice-President of the Union Pacific Railroad

Effective March 11, 1949, he was appointed brigadier general in the Officers Reserve Corps, United States Army and Deputy Director General of General Headquarters, Military Railway Service. On April 15, 1951, he assumed command as Director General. He was promoted to major general January 26, 1954, retiring with that rank July 31, 1957, and relinquished command of General Headquarters, Transportation Railway Service.

Mr. Stoddard's office is at 1416 Dodge Street, Omaha 2, Nebraska.

DONALD J. RUSSELL
President, Southern Pacific Railroad

Another visitor will be Elgin Hicks. Mr. Hicks is executive vice president of Union Pacific Railroad. His headquarters are at Omaha, Neb.

Born August 31, 1902, at Corning, Ark., Mr. Hicks joined the railroad in 1920 at Oconto, Neb., as a station helper. During the ensuing 21 years he saw duty as agent, telegrapher, baggage agent, dispatcher and car distributor at such Nebraska points as Columbus, Chapman, Madison, Ames, Fremont, Valley, North Bend, Central City, Omaha, Grand Island and North Plate.

In 1941 he was appointed trainmaster on the Nebraska Division, and was made assistant superintendent the following year. Mr. Hicks was elevated to superintendent of the division in 1945, and in 1946 was transferred to Cheyenne as superintendent of the Wyoming division.

He was made general superintendent of the Eastern District, with headquarters at Cheyenne, in 1947, and was transferred to Portland, Ore., as general superintendent of the Northwestern District in 1948.

Mr. Hicks was promoted to Eastern District General Manager January 1,

See RAILROADS HELP, Page 37

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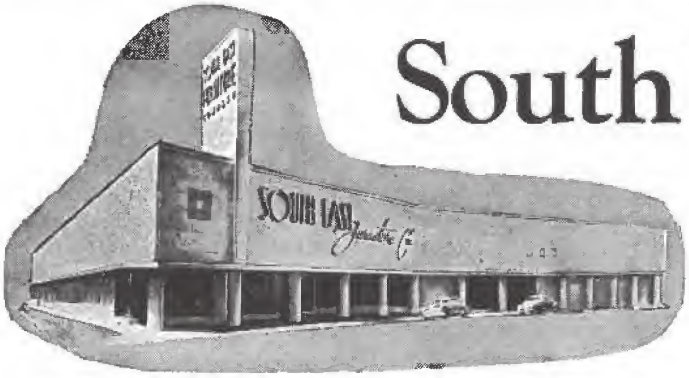

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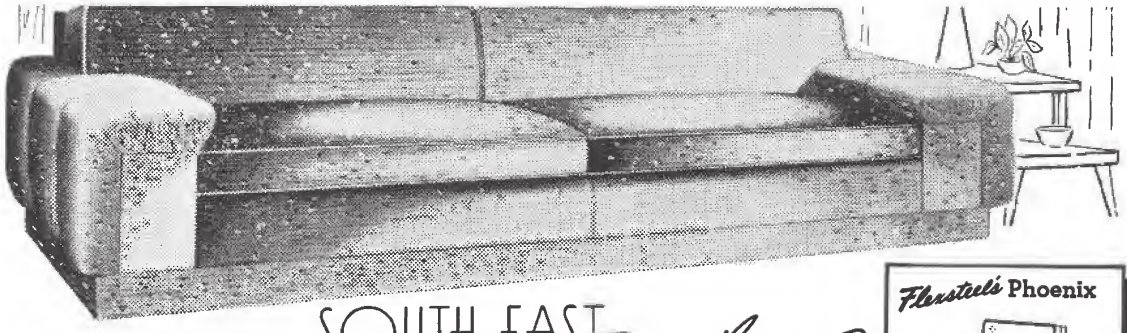

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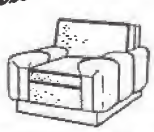

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A RAILROAD TO THE PACIFIC

By HAROLD H. JENSON and JESSE H. JAMESON

The goal of Europe after 1492, as all schoolboys know, was to find a sea route from Europe to the riches of China and the Orient. North America, much more than South America, was an obstacle in the pathway of that goal, and for over three hundred years men tried to find a passageway through the continent. At first it was by way of the mythical — Straits of Anian, the Northwest Pasasge, and the River of the West. Later it became the Oregon Trail, the California Trail, and the Santa Fe - Old Spanish Trail.

Americans early accepted their manifest destiny, and our early forefathers believed that the American flag should fly on both the Atlantic and Pacific Oceans. At first the flag was borne to the Pacific Coast by New Englanders who traded their wares with the Indians of Oregon for the otter skins and other furs which were then traded in China. In the early 1800's Lewis and Clark tried to find a waterway to the Pacific Ocean by traveling up the Missouri River, then overland, and down the Columbia River to the Pacific, proving that no easy water route lay between the Atlantic and Pacific Oceans. Furmen pushed into the Trans-Mississippi wilderness, seeking the treasures of the woods and streams, and close behind them in the 1830's came the missionaries, mainly Methodists and Presbyterians, who founded outposts of Christianity in the wilderness. By the early 1840's, American settlements were to be found in Oregon, and by 1848, the United States spanned the North American continent from east to west.

It is impossible to say who the first person was to think of the idea of building a railroad to the Pacific. Robert Mills later claimed that as early as 1819 he had asked for federal aid for the construction of what must have been a wagon road to Oregon. In 1832, Judge S. W. Dexter — usually credited as being the first Pacific Railroad advocate — described in the Ann Arbor, Michigan, *Emigrant,* a general route from New York City to the Pacific Ocean, and much of this proposed early railway paralleled the later Union Pacific Railroad and Oregon Short Line to Portland, Oregon. In the 1840's and 1850's, Asa Whitney, a wealthy eastern merchant, dedicated both himself and his fortune to obtaining federal aid for the building of a Pacific Railroad. Senator Thomas Benton of Missouri also planned such a railroad from St. Louis, and he opposed Whitney's program in favor of his own.

The usual reasons for these early transcontinental railroads were to aid trade and the movement of emigrants to the west. In 1846, during the Mexican War, the march of the Missourians under Kearney and the Mormon Battalion, dramatically emphasized the need for faster transportation to the west if the United States was to hold the Pacific Coast or create states. The discovery of gold in California in 1849 accelerated the trek of emigrants to the west and increased the urgency for a railroad.

In 1853, Congress appropriated money for explorations that would determine the best location for a Pacific Railroad, and in 1856, Secretary of War Jefferson Davis presented them to Congress. These surveys were: (1) the 47th parallel, (2) the 41st parallel or the Platte River Route, (3) the 37th parallel, (4) the 35th parallel, and (5) the 32nd parallel or Gila River Route which passed through Mexican territory, necessitating the Gadsden Purchase of 1853. Despite the fact that the emigrants preferred the Platte River Route, the Gila River Route was recommended because it was an all-season road, had fewest passes through the mountains, and crossed land held by the United States or a state.

The need for the Pacific Railroad increased during the 1850's as more emigrants moved west. In the early 1850's, Brigham Young and other westerners petitioned Congress to build the railroad in order to save lives. Utah's legislatures in 1853 and 1855 supported Stansbury's survey through Wyoming as the route for the railway.

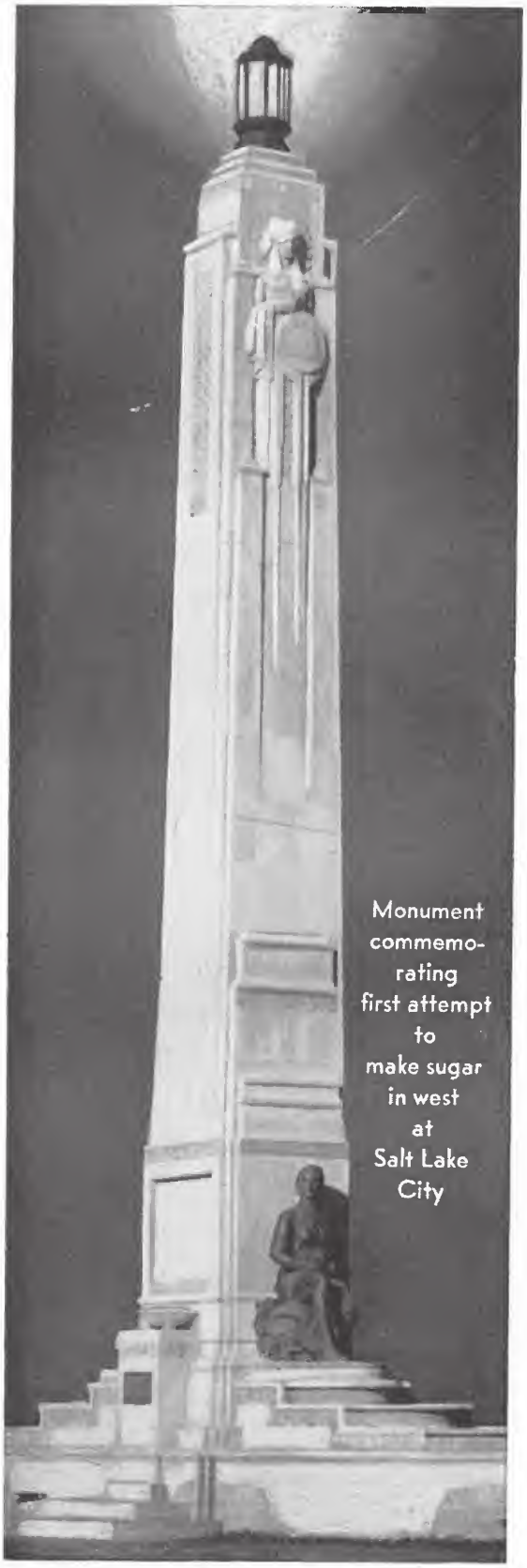
Theodore Judah came to California in the 1850's and served as a missionary for the new religion — Pacific Railroadism. He built and operated a short line in California, demonstrating the practical nature of the railroad to Californians. In the late 1850's he went to Washington, D.C. to lobby for the Pacific Railroad, and had it not been for the slavery issue, it is likely that Judah could have persuaded Congress to pass a Pacific Railroad bill in 1859. Judah then returned to California and convinced Leland Stanford, Collis P. Huntington, Mark Hopkins, and Charles Crocker to organize the Central Pacific Railroad Company. The four men met in April, 1861, to organize the company and in June it was officially chartered. Ground was broken on January 8, 1863, at Sacramento, California, on the first Pacific Railroad—the Central Pacific.

See RAILROAD, Page 33

THE DRIVING OF THE GOLDEN SPIKE, May 10, 1869, was taken by Colonel C. R. Savage at Promontory Summit. The "Spike" had just been driven, joining the Central Pacific and the Union Pacific Railroads. The nation was now spanned with rails and the pioneer period was ended.

SONS OF UTAH PIONEERS LIBRARY

Western America's first sugar factory, erected in 1852-53 at Sugar House, Utah, near Salt Lake City.



Monument commemorating first attempt to make sugar in west at Salt Lake City

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The Saga of the Good Ship City of Corinne

By BERNICE G. ANDERSON and JESSE H. JAMESON

Corinne,
The City
By the Sea —
Metropolis of the Hills.
Her steamer navigates the Lake
To Ophir in the silvery south.

The founders of Corinne, who dreamed dreams of having their city take its place among the great, planned to bring commerce into the town, not only on the railroad and via the freight lines to the north but by a steamboat called the *City of Corrinne* which would ply the Great Salt Lake.

Three smaller boats, the *Kate Connor,* the *Pluribathah* or *Buster,* and *Pioneer* had been built by General Patrick A. Connor, the founder of Camp Douglas and the father of Utah mining, to supply the Central Pacific Railroad Company with ties in 1868 and early 1869. Later it became apparent to Connor and the miners that both time and money would be saved if a steamboat could connect the mines on the south shore of the Great Salt Lake with a railroad. The logical selection of a port city on the railroad was Corinne, although Salt Lake City via the Jordan River was considered. The Bear River at Corinne was reported to be eighteen feet deep and three hundred feet wide. Furthermore, the Great Salt Lake was rising during the years 1868 to 1872, and the mouth of the Bear River was sufficiently deep for a boat to enter it from the lake, although Fremont found it blocked in 1843 by sand bars. The Bear River has one outstanding obstacle to navigation, however, namely it meanders. The distance from Corinne to the lake as the crow flies is about six miles, but by boat, according to the first captain of the *City of Corinne,* "the distance seemed more like thirty-five miles which took several hours to navigate from Corinne to the Bear River Bay of the Great Salt Lake."

One of the first commercial trips of lake vessels to Corinne was made on November 4, 1869, by the ninety-ton schooner of Connor and McNasser, which brought laths from the Black Rock Mills. About a week later the *Buster* sailed up the Bear River with silver ore from Stockton. In May, 1870, the possibility of using Corinne as an ore transfer port for the railroads was discussed in the *Utah Tri-Weekly Reporter,* and the editor strongly supported the idea of a river port destiny for the town. The miners on the shore of the lake further encouraged the city in this idea. A ship of unknown size and fate called the *Viola* was reported to have been built on the south shore of the Great Salt Lake to take part in the trade. Work started on the *Kate Connor* in May, 1870, to refit it as a steamer, and the change-over was completed in mid-June. The *Pluribathah* was repaired at Corinne in May and June, 1870. After it had left the city, the *Pioneer* sailed up the Bear River with ore for Corinne. This increase in lake traffic started speculation among the townspeople that a smelter would be built at Corinne to refine the ore brought there by boat. In July, 1870, the *Kate Connor* apparently was making regular trips to Corinne which inspired the citizens of the city to build their own steamer.

There was no formal organization between August and December, 1870, to plan the new steamer, but the *Utah Daily Reporter* co-ordinated the efforts of the people and editorialized upon the subject. However, Wells Spicer deserves much credit in the building of the future *City of Corinne.* While in California he conferred with different steamboat building companies as to what type of vessel could be constructed for use on the Great Salt Lake. On November 18, 1870, the first of his steamboat letters was published. It was one thing to describe a future ship and another thing to build it. Consequently Spicer started a sales promotion campaign in which he presented optimistic prospects of a profitable business which would bring in $12,000 a year, more than enough to pay the $10,000 estimate for the construction of a steamer. The clinching arguments in a later letter were Spicer's revised estimate of $3,300 a month profit and the fact the boat would draw trade to Corinne. Judge Dennis Toohy, the newspaper editor, supported the project on December 2, 1870, by taking the stand that the steamboat was necessary to the community's expanding trade. However, what Spicer and Toohy proposed was a speculator's gamble, and when it failed to materialize during the summer of 1871, the *City of Corinne* was considered to be a disappointment.

A meeting was held at Hussey, Dahler and Company on December 12, 1870, and a steamboat company was tentatively organized. About a month later, a formal organization was given to the company with the election of officers. Fox Diefendorf, a coal mine operator, and later a major shareholder in the company, offered to build the ship for the steamboat company for $40,000 plus a $6,000 bonus for himself. His offer was accepted

See SHIP, Page 35

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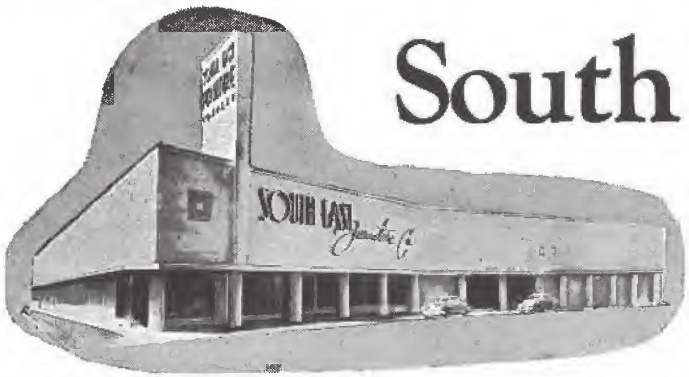

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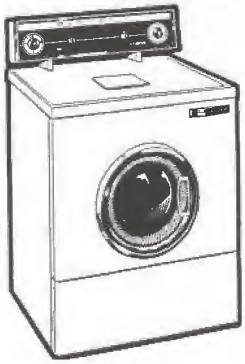

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SALT LAKE CITY, UTAH

THE CORINNE OPERA HOUSE

By BERNICE GIBBS ANDERSON

The founders of Corinne, the same as the Mormon Pioneers, believed in wholesome recreation, and their ideals were high. However, they were not always carried out because of circumstances and environment produced by a floating population over which the city fathers had little control.

The center of much of the recreational activity was the Corinne Opera House that was erected by the Corinne Opera Association in 1870, and dedicated on July 4, 1870, with a grand celebration. The Opera House was a rectangular, white, wooden structure on Montana and Seventh Streets. The stage, at the south end, was complete with a bust of Shakespeare; folding, painted scenery; red velvet curtains; footlights; dressing rooms; and stage door entrance. A high arch graced the center of the auditorium, and a balcony was built above the entrance on the north side of the building. Later this entrance was closed up and a new one was made on the east side, about 1916. The main floor of the building could be cleared of chairs and benches so that the hall could become a dance floor. There was a basement built under the stage that was used in 1872 for the first entirely free school in Utah.

The citizens of Corinne held two celebrations in the Opera House in July, 1870. The first, on July 4, was the dedication, at which time the Wellsville Band was engaged to play and every eating house in town was opened to the public with the city paying for the meals. This was followed on July 16, 1870, by the building becoming the site of the first convention of the Liberal Party. Visiting dignitaries to the convention spoke in superlatives of the "virtues" of the building and compared it favorably with any found in Salt Lake City.

Most of the public dances held in the Opera House were associated with some special event, such as a holiday or celebration. Usually the dance would commence at 10 p.m. with a midnight supper in a local hotel, and then would end at dawn. The balls or dances would be advertised well in adance, but sometimes a surprise ball would be held. The dances were open to the public, although occasionally there would be a closed ball such as the "Calico Ball," in which a limited number of guests were invited. In order to improve the dancing, A. C. Franklin held a dancing school in the Opera House, and after the course of twelve lessons had been completed, he held a public dance to show off his pupils.

The center of Corinne's recreational activities for many years was the old Opera House. It saw nearly every type of activity in its long years of service. The building was razed in 1951.

There were musical and vaudeville shows that passed through the community, and these brought in a more popular dance revue. Show girls shocked the community's elite with can-can dances that were staged on popular demand by the roistering element of the town.

Some of the best known and most talenter artists in the United States and Europe appeared on the stage of the Corinne Opera House while on transcontinental tours. The entertainment world on its way to Golden California, or returning to the east, found Corinne, with its Opera House, many hotels and dining rooms an oasis on the tiresome train trips. These troupes played to packed houses of entertainment hungry people.

Legitimate stage plays were very popular, and a troupe often stayed for a "season" of a week or two in the city. The plays that were presented were popular productions of the 1870's and generally were shown as a double bill at each performance. Some of the groups of actors would come into town, have programs printed, stay at the hotels, and eat in the local restaurants with no intention of paying for anything. Seldom did a poor performer make a repeat performance, but one artist, a Dr. St. Clair and Company, returned after having bilked the people on a previous engagement. He was greeted during his act by firecrackers and other disturbances. Needless to say, he hurriedly left town without completing his performance. The editor of the Corinne newspaper believed that Dr. St. Clair would not return again.

The intellectual activity in Corinne was further stimulated by the wide range of lectures that included scientific, magic lantern shows, magicians, wonders and oddities, sales promotion lectures by authors, social problems and marriage, political, mesmerism and phrenology, spiritualism, and others. Generally, these lectures were well attended and received, but a few were considered frauds.

Local talent and community performed shows were usually popular and better received than traveling companies. A few of the citizens organized clubs to supply local shows. Church-sponsored entertainment was generally well performed and requested, as can be shown by the size of the audiences. Even self-supplied amusements such as spelling bees or spelling schools and roller skating attracted a large number of people.

Schools were also held in the old Opera House, and tuition and supplies were free to all children. The city purchased the Opera House in August, 1872, for $2730 for a school, paying $1730 down and the balance in six months. Work started almost immediately to prepare the building for the first term, that began on October 21, 1872. The faculty of H. N. Heckman and a Miss Closser registered eighty-four pupils the first day, and by the end of the month over one hundred students had been enrolled. The student body was divided into the primary grade and grammar school, with the primary grade meeting in the basement.

The Opera House continued to play a role in the community life even after the decline of freighting. With the advent of the moving picture the building became for a while a movie house. About 1914 it became the recreational center of the L. D. S. Ward. Because of the cost to renovate and modernize the structure, the historic old building was razed about 1951.

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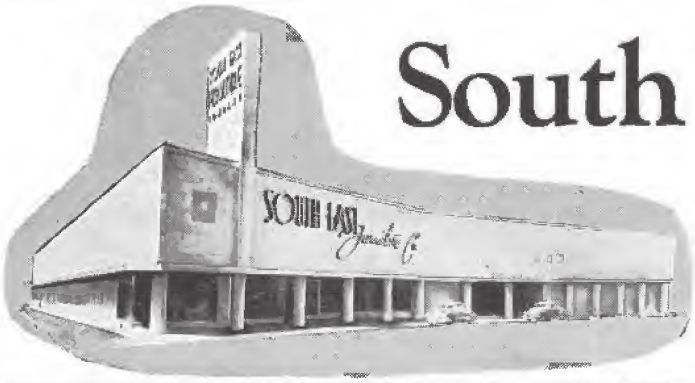

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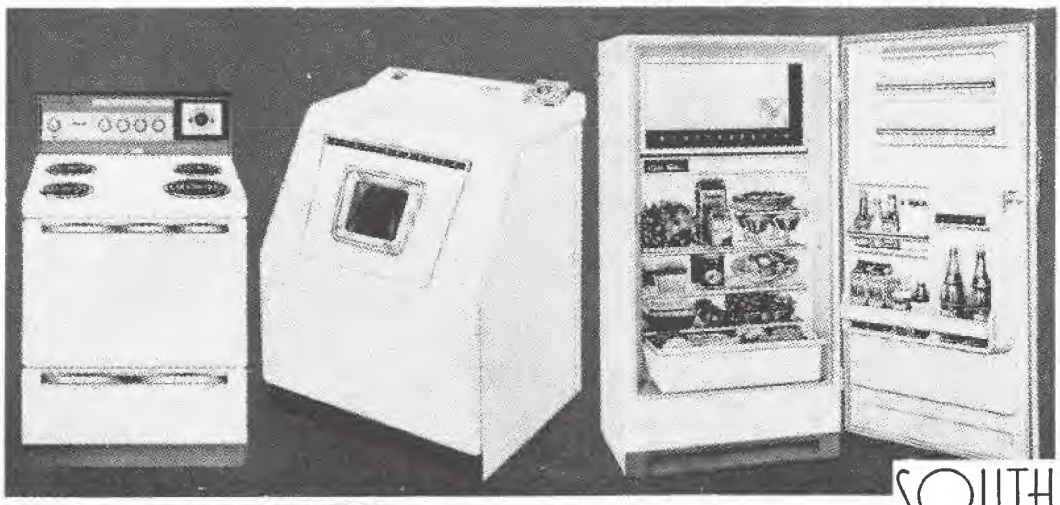

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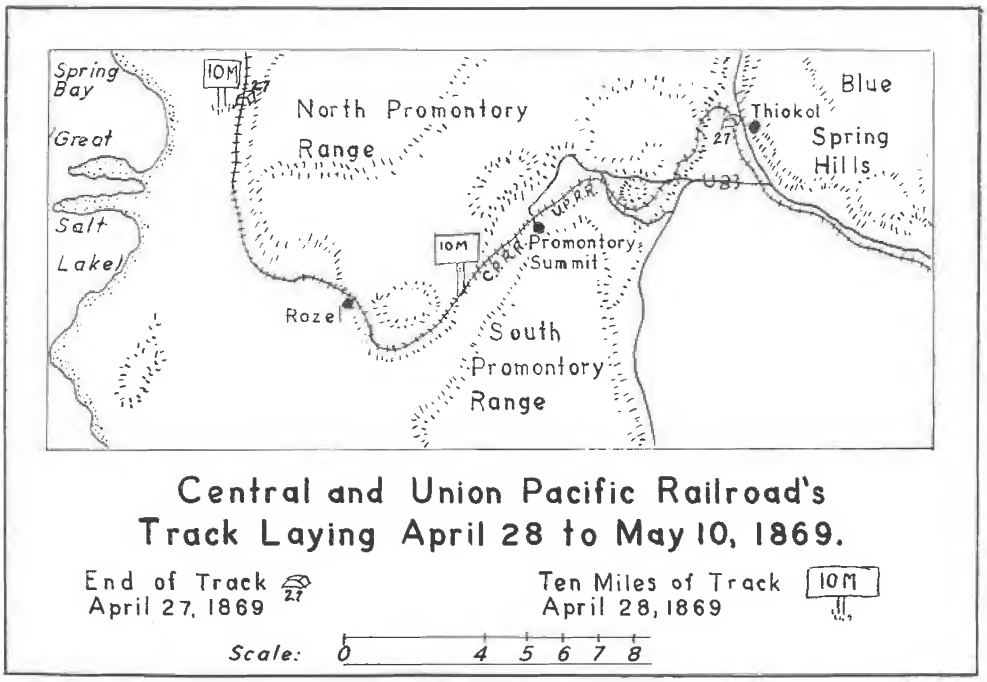
THE LAST FOURTEEN MILES

By JESSE H. JAMESON

As the distance between the Central Pacific and Union Pacific Railroads narrowed in 1868 and 1869, the urgency for more miles of track laid per day became greater, because the junction site would be where the two lines met. The obvious goal of each company was to exclude the other from the Salt Lake Valley area with its large potential markets. Congress foresaw the evils of such a race and on April 10, 1869, declared that Promontory, Utah, should be the junction point. Despite this Congressional decision, the earlier race between the Central Pacific and the Union Pacific track laying crews continued, and each tried to establish a permanent, unassailable record.

By April 26, 1869, the Union Pacific's track layers were nine and one-half miles from Promontory Summit, Junction City, but track laying came to a halt while grading crews continued their work of preparing a three-and-one-half mile cut and a section of trestle work along the eastern face of the North Promontory Range. As of this same date, April 26, the Central Pacific's Chinese and white workers had extended their roadway beyond Monument Point and Lower Hansel Valley to the Rozel Flats. With only fourteen miles between them and their goal at Promontory Summit, the Central had the Union in checkmate for the record of laying the most tracks in one day. A boast of ten miles of railroad construction in one day was given, the challenge was accepted, a wager of ten thousand dollars reportedly was made, and the race was begun.



This lone sign, until a few years ago, was the only marker that told of the tremendous feat of the track crews of the Central Pacific Now even it is gone.

After carefully massing supplies, men, and equipment at Rozel Flats, Strobridge and Crocker of the Central planned to launch their drive east on April 27, 1869, but an accident caused a twenty-four hour postponement for TMT — Ten Miles of Track - Day. Early on the morning of April 28, the Central's Chinese and white crews started to push the line of rails to Promontory Summit as the somewhat skeptical forward observers of the Union Pacific watched. The coordinated, drilled movement of the crews was almost perfect automation. The tie-laying crews took ties from the horse-towed wagons and quickly set these sleepers in position on the roadbed. Two teams of four men, one team on each side of the road bed, grasped the rails on the flat bed cart that had been pushed to the end of the tracks and with a "heave ho" lifted the iron off the flatbed. The tracklayers then moved forward at a quick trot and dropped the rail into place at the command "Drop." Hardly had the rails been positioned than skilled crews of spikers advanced and drove the bare essential spikes into the end ties, enabling the flatbed cart to move ahead again. Other men moved in at double time to bolt the fish plates amid the swinging of hammers of other spikemen. The ballasting crews of Chinese completed the job of smoothing the roadbed and tamping the dirt and gravel. As soon as a section of track was ready, men armed with crowbars stepped into the scene and properly aligned the rails while at the head of the track, the flatbed cart was ever grinding onward. When the cart was unloaded, it was tipped off the rails to make room for the iron-loaded vehicle behind it. So smooth and rapid was the movement of men and materials that during the first six hours of work, rails were laid, if placed end to end in a single line, at the rate of two hundred and forty feet per minute, or in parallel tracks at the rate of one hundred and twenty feet per minute!

All morning long the crews toiled across the Rozell Flats with hardly a pause for more than a dipper of water from the buckets of the water boys. The men who placed the heavy rails — oddly enough sons of Erin, Thomas Daily, Patrick Joyce Edward Keoleen, Michael Kennedy, Fred McNamara, Michael Shay, Michael Sullivan, and George Wyatt — and their white and Chinese helpers rolled over the site of the future station of Rozel about noon, along a small salient that extended westward from the North Promontory Range, and through a prepared cut that neighbored a Union Pacific cut. A lunch stop was called, and the white

See LAST MILES, Page 39

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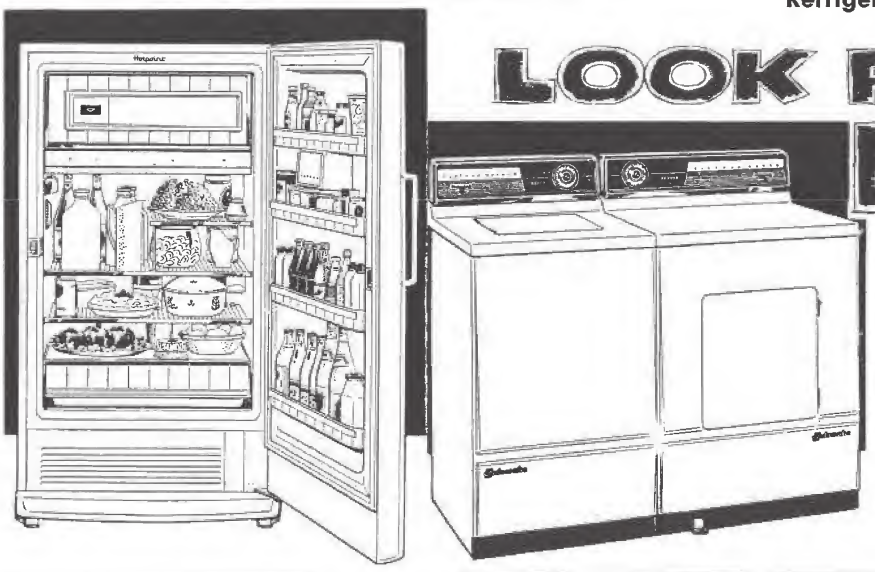

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Corinne, Utah — "The Burg On The Bear"

By JESSE JAMESON

As the Pacific Railroad neared its completion in 1869, there arose the question as to which city in Utah should be the junction site and railroad center. "Boomers" or speculators chose at random various locations for the railroad emporium of the mountains, but each town faded away or lost its importance, and today some are only forgotten names.

Corinne did not appear to be a challenger or competititor for the railroad center, however, until after March, 1869. The dramatic race to Utah between the Union Pacific and Central Pacific Railroads was won by the Union Pacific, which reached Ogden March 8, 1869, and was still building west towards the Central Pacific at an accelerated pace. After Ogden was passed, Corinne was the next logical geographical site for a railroad town. Inasmuch as the Union Pacific had by-passed Brigham City, Corinne, being on the railroad, commanded the freight route from northern Utah to the mines of Montana. The city itself was on the high ground or bluff overlooking the Bear River, and any crossing of the river to the south would have been on the flats and marshes requiring extensive fill work. Furthermore, the Union Pacific Railroad wanted as direct a line as possible to its junction with the Central Pacific. There is reported to have been an agreement between engineers of the Union Pacific Railroad — either J. E. House or Grenville M. Dodge — and the merchants interested in moving to Corinne for the railroad to cross the Bear River at Corinne and to build its line through the city.

The selection of the site and the construction of the first building occurred some time between October, 1868, when James H. Beadle passed within sight of the present city limits and January 16, 1869, for on that date Corinne consisted of a small collection of buildings and tents which included Al Stubblefield's saloon. Lumber for building construction and for railroad use was brought into the city by Green and Alexander, who later erected a hotel.

Between January 16, 1869, and February 26, 1869, Green and Alexander built their hotel, and Colonel Stevenson of the Central Pacific Railroad constructed his ice-house. After March 6, 1869, people began to arrive from Wasatch, Echo, Brigham City, Montana, and other places.

"Buildings" were mainly tents because of the high price of lumber and the floating population who had followed, with their tents, the Union Pacific Railroad construction crews from Omaha, Nebraska, to Utah. Some of the tents were large gambling halls, others were small — the more personal types reserved for private quarters. In between the two types of tents were a variety of sizes to fit the business needs of the community. There were also a few frame-walled buildings with tent roofs, and in a few cases shingle roof buildings. Even sage brush was used to mark the site of a prospective company. At least one adobe brick building was planned for construction in March, 1869.

The early site was not known as Corinne but generally as Bear River in the *Deseret News* and Salt Lake *Daily Telegraph.* In later history, the city was still referred to by its citizens as the "Burg on the Bear.' The name Corinne was not given to the community until later, possibly March 25, 1869. The source of the name is lost, but two possible reasons for the choice are, that it was named after the daughter of the first mayor, General J. A. Williamson, or it was named after an actress.

By March 27, 1869, about sixty or seventy tents and shanties were erected and several stores were open for business. The population of the town had increased to three or four hundred people, including a number of "frail ones." During the next two weeks, more than three hundred frame buildings and tents were put up, and the population had grown to 1,500 people. Cappers introduced the local farmers and travelers to three-card Monte or the shell game. This transient population hardly seemed to have had the personality traits of a people destined to found a lasting city, and the Salt Lake *Daily Telegraph* and *Deseret News* in April and May, 1869, saw no future for the "Burg on the Bear," and they expected that the town would disappear as soon as the railroad men had finished their work.

April 7, 1869, the Union Pacific Railroad's gandy dancers had built a bridge across the Bear River, laid the tracks into town, and brought in the Casement construction train. This stirred a wild jubilation among the camp followers and merchants who hailed this symbol of progress.

Other improvements followed in April. About April 10, 1869, Wells Spicer built the Uintah House, an adobe and frame building that became a landmark in Corinne until it had to be torn down because it had become a public menace. J. H. Beadle, a fire-breathing editor, issued the first copies of the *Utah Weekly Reporter* from a tent on April 20, 1869.

Underneath the apparently wild and disorderly appearance of the city was a substantial body of sound citizens. The merchants and freighters were looking forward to trading with Montana as forwarding and commission merchants. The combination of the railroad and wagons would offer Fort Benton — on the Missouri River — Virginia City, Bozeman, and other mining camps in Montana much better and less expensive freight service than the river boats that navigated the Missouri River between St. Louis and Fort Benton from June to September each year. These businessmen further knew that commerce only flourishes where there is law and order, and they therefore elected a "popular" city government which had neither the recognition of Box Elder County or the Territory of Utah. The city

See CORINNE, Page 37

Freight wagons preparing to leave Corinne on their way to the mines of Montana or Idaho. For several years Corinne was the center of freighting activities from the railroad into the rich mining territory to the north.

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